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1. Plant No 165 was on the outskirts of Moscow. The PW work detail assigned to work at this plant left the central PW camp in Plant No 45 by street-car, and at the city limits they left the streetcar and walked along a road to the branch camp in Plant No 165. The plant, which, [redacted] was a testing plant for turbo-jet power plants, was still under construction, but it was assumed that the construction was in its final stage since there were no signs that more buildings would be erected.
2. In a new building there were three test stands which stood on concrete foundations similar to those in Plant No 45. The concrete foundations carried a holder for the power plants which were to be tested. The cigar-shaped engines were streamlined, had a smooth surface, and were equipped with an air-intake, about 70 to 80 cm in diameter. Then in October or November 1947 the first test stand started operation, the testing time was very short, but in the course of 1948 it increased to several hours. Shipments of turbines arrived and left the test stands during the night [redacted] Plants Nos 45 and 165 were connected in some way.
3. The foundry had two smelting furnaces charged with coal and iron. One was 3 meters high and 2.5 meters in diameter; the other was 2 meters high and 1.5 meters in diameter. Also in the foundry were 3 electric smelting furnaces, 1.5 meters high and 1.5 meters in diameter. While working on the construction of a partition wall, [redacted] the electric smelting furnaces being charged with 50 x 18 x 8 cm ingots of a rather bright white color. There was also a small electric drying furnace in the foundry. The foundry had a workforce of 20 Soviets in one daytime shift. Details on the other shifts were not available.
4. The plant had no power station nor were any transformer stations, switchboards, etc. observed.

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5. One shift a day was worked by the RD 15 RD 16 RD 17 doing construction work. There were also about 200 Soviet laborers who arrived by street-car and entered the plant from the road over which the [REDACTED]. The number of laborers arriving from the opposite direction could not be determined. Work was done in three shifts. Several Soviets who wore comparatively good clothing were observed working at the test stands. No German engineers were employed at the plant, but during the Winter of 1946 and 1947 [REDACTED] some on a nearby road and learned that they were drafted to work in a plant in the vicinity.

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6. The plant, which was surrounded by a wooden fence, had civilian guards. Identity cards were checked at the gate. No air-raid precautionary measures were taken. \*\*

\* [REDACTED] Comment. See Annex [REDACTED] sketch indicating the location and layout of Plant No 165.

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\*\* [REDACTED] Comment. Being covered only by inadequate [REDACTED] Plant No 165 could not be pinpointed on the town plans available here. The plant location which, [REDACTED] was reported west of the Yaroslavl Railroad line is assumed to be east of the ring railroad as indicated [REDACTED] and by this report. A detailed modern toponym is required for clarification. Plant No 165 is assumed to be a testing and development plant for jet-engines, possibly formerly a section of Plant No 45 which seems to be doing only production work now. The testing of turbines in Plant No 165 was reportedly started in late 1947.

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1 Annex: Sketch.

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